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FISHERMEN PRESENT CASE TO PRESIDENT

(CONTINUED FROM PAGE ONE)

April 3, 1933; nine days out; each man in debt \$4.20.

Ruth and Margaret, Capt. James Mason of Gloucester. Twenty-three men in crew; left Gloucester March 19, 1933, arrived back March 31, 1933; out 12 days; each man in debt \$5.80.

Vagabond, owner, Capt. William E. Westerbeke. Eight men in crew; left Boston April 4, 1933, returned April 13, 1933; out nine days; each man in debt \$7.20.

Sch. William L. Putnam, Capt. Allan Foote. Ten men in crew; left Gloucester November 8, 1932, arrived back November 22, 1932; 14 days out; each man in debt \$11.43.

Same vessel left Gloucester February 10, 1933; 23 men in crew; returned February 16, 1933; six days out; each man shared \$9.97.

Same vessel left Gloucester April 10, 1933; 21 men in crew; returned April 18, 1933; eight days out; each

man shared \$7.67.

Sch. Pollyanna, Capt. Eric Carlson. Twenty-one men in crew; left Gloucester, January 16, 1933; arrived back February 23, 1933; 39 days out; each man shared 99 cents.

Same vessel left March 1, and arrived back April 15; 21 men in crew; 45 days out; each man shared \$25.33.

Sch. Killarney, Capt. Matthew Sears. Twenty-three men in crew; left Gloucester October 5, 1933; arrived back October 14, 1933; nine days out; each man in debt 93 cents.

Sch. Ingomar, Capt. Sayward MacLaren. Twenty-three men in crew; left Boston, February 18, 1933; arrived back March 29, 1933; 38 days out; each man in debt \$17.38.

Typical Cases.

Following is detailed report on operation of three Gloucester fishing vessels for a year period indicating length of trips of each vessel, number in crew, share to each man or loss for the trip, and total share per man for the year.

Sch. Catherine Burke, Capt. Alonzo Smith, Seining.					
Sailed	Arrived	Time gone	Men	Share	In debt
April 7, '32	May 18, 1932	41 days	14	\$7.70	
May 20, '32	June 16, '32	27 days	14	8.32	
June 16, '32	July 13, '32	28 days	14		\$4.44
July 14, '32	July 29, '32	15 days	14	1.06	
Aug. 1, '32	Aug. 8, '32	7 days	13	6.06	
Aug. 8, '32	Aug. 22, '32	14 days	12		.25
Aug. 23, '32	Sept. 13, '32	21 days	12	8.90	
Sept. 13, '32	Sept. 27, '32	14 days	12	1.89	
Sept. 28, '32	Oct. 4, '32	7 days	13	4.82	
Oct. 22, '32	Oct. 28, '32	6 days	13	4.87	
Oct. 28, '32	Nov. 12, '32	15 days	12	3.12	
Sch. Catherine Burke, Capt. Albert Williams, Haddocking.					
Dec. 16, '32	Dec. 30, '32	14 days	23	\$15.00	
Jan. 1, '33	Jan. 12, '33	11 days	23	14.08	
Jan. 16, '33	Feb. 7, '33	22 days	23		\$1.74
Feb. 8, '33	Feb. 20, '33	12 days	23	23.93	
Feb. 23, '33	March 10, '32	15 days	23	2.07	
March 11, '33	March 24, '32	13 days	23	13.42	
March 25, '33	April 4, '32	10 days	23	16.13	
				\$139.07	\$6.43
				Less	6.43
				Share for year ..	\$132.64

Sch. Pollyanna, Capt. James Mason, Halibuting.					
Sailed	Arrived	Time gone	Men	Share	In debt
Jan. 25, '32	March 4, '32	21 days	21		\$10.05
March 10, '32	April 12, '32	33 days	21	\$76.33	
April 13, '32	May 18, '32	35 days	21	1.80	
May 23, '32	June 24, '32	32 days	21	2.14	
June 28, '32	July 26, '32	28 days	21	5.94	

We feel very sympathetic for the plight of the farmers and are in accord with what is being done, and what is intended to be done to relieve their situation. We feel our problem is very similar and that the relief which is now being given to the farmers, and which will be given to them, is just the kind of relief which we need and which we feel we are entitled to.

Respectfully submitted in behalf of fishermen, captains, and vessel owners of the port of Gloucester, Massachusetts.

Gloucester Master Mariners' Association,
By Henry F. Brown, Secretary.

The first meeting of the Catholic Women's club held since the election of new officers took place last Thursday evening. Mrs. Winslow Parkhurst, the new president, conducted the meeting.

The secretary's report of the financial success of the social activities of the past season was read and was most encouraging. Plans were made for a communion breakfast to be held in May to which all the women of the parish are invited. A brief resume of the work to be undertaken this year was given. A pleasing entertainment was given by Ruth Harris, piano selections, Kathryn Ross, readings, and Anna MacEachern, vocal solos, after which refreshments were served.

The May meeting will be in charge of Mrs. Richard Burke and a very interesting and entertaining program is promised.

The new officers of the club are: President—Mrs. Winslow Parkhurst. Vice-presidents—Mrs. Charles Hartford, Miss Cecelia MacDonald. Financial secretary—Miss Mary Ross.

Recording secretary—Margaret McEachern.

Board of directors—Mrs. Benjamin A. Smith, Mrs. M. Francis Buckley, Mrs. Mary Chick, Miss Elizabeth Cahill, Miss Lucy Oliver.

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SIXTEEN BOATS AT BOSTON PIER

RECEIPTS OF 420,000 POUNDS—
PRICES A LITTLE FIRMER
TODAY.

Sixteen craft arrived at Boston this morning with a total of 300,000 pounds of groundfish and 120,000 pounds of mixed fish. More than 600 barrels of fresh mackerel arrived by rail from Cape May and New York, where a considerable amount was landed by the fleet over the week-end.

Today's market was slightly higher than yesterday but at the prevailing prices, prospects of a fair return were meagre. Haddock sold at \$1.50 to \$2.50; large cod, \$2 to \$2.50 and markets, \$1.50 to \$2.

Boston Arrivals and Receipts

The arrivals and fares in detail:
Str. Cambridge, 60,000 haddock, 19,000 cod, 30,000 mixed fish.
Str. Fordham, 62,000 haddock, 13,000 cod, 14,000 mixed fish.
Helen M., 32,000 haddock, 4500 cod, 10,000 mixed fish.
Alvan T. Fuller, 20,000 haddock, 6000 cod, 5000 mixed fish.
Elvira Gaspar, 25,000 haddock, 5000 cod, 4900 mixed fish.
Gov. Al Smith, 26,000 haddock, 7000 cod, 14,000 mixed fish.
Charlotte, 11,000 mixed fish.
Little Joe, 4500 mixed fish.
Bessie, 3200 mixed fish.
Virginia and Mary, 7000 mixed fish.
Mary and Jennie, 1700 mixed fish.
Roma, 4000 mixed fish.
Jackson and Arthur, 3000 mixed fish.
Isabella, 5800 mixed fish.
St. John, 2000 mixed fish.
St. Joseph, 2100 mixed fish.
Haddock, \$1.50 to \$2.50 per cwt.; large cod, \$2 to \$2.50; mackerel, \$1.50 to \$2; hake, \$2; pollock, \$1; cusk, \$1; gray sole, 4 cents per lb; lemon sole, 7 cents; black backs, 4 cents; yellow tails, 2 cents to 2 1-2 cents; dabs, 1 cent; cheeks, 4 cents; catfish, 1 cent.

Nova Scotia Bait Report.

Canso—No bait. Ice available. Some drift ice in bay. No vessels in port.

Halifax—Ten thousand pounds frozen herring available.

Liverpool—Plenty ice available. Bait for local use only.

Lockport—Two hundred fifty thousand pounds frozen herring available.

quintals; Beatrice Beck, Capt. Demone, 600 quintals; Pasadena II., Capt. Wentzell, 450 quintals; Isabel Spindler, Capt. Spindler, 500 quintals.

Notes From Lunenburg.

Tern sch. A. W. Chisholm, Capt. Freeman Ernst, arrived Saturday from Turk's Island, with salt for Lunenburg Outfitting Company.

Schs. R. B. Bennett, C. J. Morrow and Bessemer landed 70,000, 45,000 and 30,000 lbs. fresh fish respectively at the Lunenburg Sea Products over the week-end.

The four-masted sch. James Newsome, Capt. Dawson Geldert, sailed Thursday morning for Turks Island where she will load for Lunenburg.

The "D. D. McKenzie" will go on the slip at Lunenburg, and as soon as she comes off will load with dry fish for Porto Rico.

Gaerna in Port.

Spanish trawler Gaerna arrived at Halifax Friday evening from the banks for salt and stores. The Gaerna is the third Spanish trawler to visit Halifax within several weeks.

SQUIBS FROM THE WATERFRONT

CAPT. ARCHIE MCLEOD'S CRAFT SHARED \$91.54 TO A MAN.

Sch. Corinthian, Capt. Michael Ahearn, came down from Boston yesterday afternoon with 86,000 pounds of haddock to fillet at the Gloucester Cold Storage company, branch of the Gorton-Pew Fisheries. The craft is expected to leave the cod at the Pew branch for splitting. She was gone 12 days to Brown's bank, this being her third trip this season.

An old-time halibut fisherman when asked about the marine merits of another, spat disgustedly at the wharf and grunted, "I've wrung more water out of my mittens, than that fellow's ever sailed on." Which is one way of telling the world that the person in question is no old salt.

Another gill netter is planning on going south. This time it is one of Capt. "Mike" Shoares' boats, the Naomi Bruce III, which hauled out of the gill net fishery yesterday and will fit for mackerel seining, with Capt. Oliver Tysver, in command. The latter expects to get away by the end of the week.

It was skipper Gene LaFond's boat, the C. A. Meister, which led the list of gill netters yesterday with 5500 pounds of fine haddock which he landed at the Producers' Fish company. Capt. Gene has a habit of finding the fish in large quantities.

That's the hardest part of these sorry days for the fisherman. The fish are still there in the briny, and are just as good quality as they ever were—but when the fishermen land their fares, they have to sacrifice them for the well-known song.

From some unknown but welcome source came these nicknames of men of the sea who will be recognized by their friend among the skippers and fishermen. For instance, there's "Mystic John," "Flitcher," "Short Scope," "Roaring Mel," "Eagle Eye," "Centennial," "Rooney" and "Cardigan Jim," and many others who will get mention soon.

It may seem strange to those who know little of the waterfront or as little as Squibs knows, but these same fishermen today even, recognize their comrades on the ocean by these nicknames alone, and for love nor money can they tell you the last name of any one of them. No wonder there's a romance in the fisheries.

Why is it that every artist or journalist in describing an "old salt" or spreading a likeness on the canvas, always plasters an overflowing beard and moustaches that blend with the beard to hide all but the nose and eyes? Why don't they give the skippers a break and portray him as he really is, without all that hirsute adornment. It must have been a distinct shock to President Roosevelt to find that nary a one of the skippers he met were loaded down with whiskers. It would be a hard task today to tell a master mariner from a business man as far as appearances are concerned.

Capt. Archie McLeod of the sch. Catherine who is planning to sail for the Grand Banks again today tells Squibs that his stock was somewhat better than understood by the columnist, and was \$5471, the crew sharing \$91.54 each.

MACKEREL CATCH AHEAD OF LAST YEAR

The catch of mackerel by the southern fleet to date is almost a million pounds ahead of last year and totals 1,206,510 pounds. In 1932, the catch to the same date was 227,000 pounds; 1,617,250 pounds in 1931; 972,295 pounds in 1930; 583,295 pounds in 1929, and 1,234,690 pounds in 1928.

Speaking about the size of modern fishing vessels, take a look at this one which flourished in the opening year of the present century. The sch. J. J. Flaherty is her name, and Capt. Charles Rudolph her skipper. Even then it was termed the largest fishing vessel hailing from this port, and there was some fleet at that time, too. The Flaherty had 24 single dories, stacked in four nests, while the main deck was stowed with 200 barrels of water. Her crew numbered 27 men, the largest number on any vessel.

She was sailing on a Grand Bank dory handlining salt codfishing trip on April 3, 1900, and here's what her owners and outfitters, D. B. Smith and company of this city, had put on board: 520 hogsheads of salt, 200 barrels of salted clams, for bait; 26 barrels of flour; six tons of coal; 14 barrels of beef; one barrel of shoulders; two barrels of pork; one barrel of hams; 500 pounds of butter; 325 pounds of lard; 60 bushels of potatoes; six barrels of turnips; four barrels of sugar; 80 pounds of tea; six cases of condensed milk; 80 gallons of kerosene; 65 gallons of molasses. They were stocked for a six months' trip. Those old-timers were far from being small-timers. They did things in a big way.

Just finished perusing a newsy letter from an old friend, Joseph Kovacs. Forgotten him? Squibs hasn't, nor has Capt. Norman Ross who befriended the young lad of 17 years, who rode the rods for a thousand miles from his home in the middle west, just to satisfy his craving to emulate James B. Connolly and other chroniclers of the sea. Capt. Ross took this boy on the sch. Thomas Gorton because he sympathized with the ambitious youngster who wanted to ship on a real sailing vessel that had no other power but the broad spread of canvas.

Capt. Carl Olson is home in the sch. Oreltha F. Spinney after a halibut trip lasting about three weeks. He is fitting out again at the Independent Fisheries company and will get away again within a day or so.

The alewives are gathering in the river at Essex, waiting for the warm weather, when they will begin their annual migration to the Falls brooks, where fishermen will be ready with nets to collect them for a market that is raring to use them for bait.

Hall & Murray's fishing establishment on the Mellow wharf off Duncan street have struck a "Klondike", the latter being a good-sized trawler, whose skipper is Dick March. He landed his first thip there on Sunday.

That boy had plenty of spunk to back up his ideals, and being a man among men himself, Capt. Ross gave the lad his chance. Since leaving here, Joe says that he has been just one step ahead of "Old Man Depression" who has been crowding him frightfully close, but he still has faith in his ambition to make good in the seafaring game. Here's wishing him the best of luck!

SQUIBS.

Last Year.

In the corresponding week last year the mackerel fleet landed fish that weighed a little better than a half pound each and measured about 11 1-2 inches. They sold at 13 cents per pound.

The first mackerel direct from the fleet were landed at Boston last year on May 15, when six boats arrived with a total of 183,000 pounds of large and medium mackerel caught off Block Island and south of Long Island. Fresh mackerel were landed at Atlantic City on May 3, 1932 and at Newport and New Bedford on May 20, 1932.

FEW LANDINGS AT THIS PORT

RECEIPTS OF SHORE FISH ARE LIGHTER—TRIP FROM HUB FOR G-P

Landings here struck bottom since yesterday, when only five trawlers reported 6700 pounds of haddock and cod.

One dragger accounted for 8000 pounds of flounders; 13 gill netters had 37,700 pounds of haddock and cod; while the sch. Corinthian brought 86,000 pounds of haddock from Boston for filleting at the Gloucester Cold Storage branch of Gorton-Pew Fisheries; and the Pew branch of the latter concern received 13,000 pounds of large cod overland from Boston. That makes a grand total of 151,400 pounds of fish, of which only 52,000 pounds were caught in this vicinity.

Gloucester Arrivals and Receipts

The arrivals and fares in detail:
Florence and John, trawling, 3000 lbs. cod.

Nephthys, trawling, 2000 lbs. haddock and cod.

Twin Sisters, trawling, 500 lbs. haddock and cod.

C6696, trawling, 700 lbs. cod and haddock.

C6487, trawling, 500 lbs. haddock and cod.

Overland receipts, 13,000 lbs. large cod from Boston.

Oreltha F. Spinney, via Boston, to reef for halibuting.

Gilbert, dragging, 8000 lbs. flounders.

Corinthian, via Boston, 86,000 lbs. haddock for fileting.

Yesterday's Gill Net Receipts

C. A. Meister, 5500 lbs. haddock.

Phyllis A., 5000 lbs. cod.

Naomi Bruce II., 4500 lbs. cod.

Virginia and Joan, 4000 lbs. cod.

Enterprise, 3000 lbs. cod.

Edna Fae, 3000 lbs. cod.

Lucretia, 3000 lbs. cod.

Eliza C. Riggs, 2200 lbs. cod.

Liboria C., 2000 lbs. cod.

Agnes and Myrnie, 2000 lbs. cod.

Nashawena, 1500 lbs. cod.

Myrtle and Gladys, 1000 lbs. cod.

Elizabeth and James, 1000 lbs. haddock.

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NYODA LOST SEINE BOAT IN RECENT BLOW

The mackerel seiner Nyoda, Capt. Howard Tobey, lost her seine boat, and is heading toward home from Cape May, according to a letter received the other day by Mrs. Howard Tobey of this city. Capt. Tobey was with the mackerel fleet somewhere between Cape May and Phoenix, Va., last week, when heavy gales lashed the sea, and for five days stopped all fishing. It was during this rough weather that the seine boat of the Nyoda was caught by the sea and lost.

The absence of reports of mackerel arrivals today indicate that the weather is still disagreeable down south.

The sympathy of the fleet is extended to Capt. Tobey on this loss for conditions are unsatisfactory enough in selling the fares, without having this additional trouble incurred by a vessel.

MORE SWORDFISH

DUE FROM JAPAN

A steamer is due in Boston this week with a small consignment of swordfish from Japan. Total receipts of these fish at Boston this year have amounted to 442,027 pounds comprising 1862 fish. Local swordfishermen are bound to feel the effects of these receipts when they began to operate the latter part of June.

Lots Lobsters.

More live libsters poured into the Boston market yesterday than on any day this season, thus far, with arrival of three smacks from provincial ports with shipments totaling 684 crates. The Nova II. from Isaacs Harbor landed 165 crates the O. K. Service III. from Port Dufferin had 299 crates, and the Ile. Madame from Liscomb brought 220 crates. The O. K. Service also had 11 barrels of lobster meat. All three boats unloaded at pier 4, South Boston.

Portland News.

Nine vessels and several gill netters landed fish fares at Portland dealers' plants Monday, the Benjamin Thompson, Capt. Tom Holbrook, taking out one of the heaviest fares brought to this port this season, 25,000 pounds. The other vessels and their fares were the Elva, 10,000 pounds; the Pofisco, 8000 pounds; the Nancy and the Onward, 6000 pounds each; the Alice M. Doughty I. and the Elizabeth P., 5000 pounds each; the Richard J., 2500 pounds and the Anna C., 1500 pounds.

The Aberrance, with 17,000 pounds, and the Alice M. Doughty II., with 25,000 pounds went into Boston but the piers were so crowded they were unable to land their fares.

The owners of the vessel said they would land the groundfish there today.

burne, where another portion will be discharged, before proceeding to Liverpool, to discharge the balance.

Landed Octopus.

A baby octopus, or devilfish, three inches in length, reposing in a dish of water, was an attraction for many at the Boston Fish Pier, yesterday, to board sch. Ellen T. Marshall. The creature was caught several days ago on Brown's bank. Capt. Albert Hines said, attracted by the bait on the line trawl. It will probably be turned over to the U. S. Fisheries experts, as it is rather unusual to find this species so far north.

SQUIBS FROM THE WATER FRONT

HEAVY FOG BANK HUNG ACROSS HARBOR THIS MORNING.

Wow! Wasn't that soup thick along the waterfront this morning! The ghastly pall was an impassable barrier to vision, and standing on the Atlantic Supply wharf, you could just make out the spars on the vessels over at the Fort, while toward the eastward, Davis' wharf alone was visible. And out of the dense screen emerged pale white gulls, with grey-backed wings, scurrying around for their breakfast.

Skipper Allan Worrall brought the gill netter Lucretia into port yesterday with 6000 pounds of nice had-dock, making his batting average for the day, the best of the fleet, of 13. The Lucretia is one of the quartet in Capt. "Mike" Shoares fleet. Capt. Shoares also has the Elizabeth and James, and the two Bruces.

Capt. Carl Olson tells Squibs that his stock was \$3650, and the crew of 27 men shared \$68 each, in the recent halibut trip of the schooner Oretha F. Spinney which caught its halibut on LaHave Bank and sold them in Boston. Capt. Carl plans to leave today for Georges on another halibut trip. He was gone 16 days on the last voyage.

Capt. Michael White sailed last night in sch. Edith C. Rose, dory trawling. Best of luck to him.

The ocean-going tug Susan Moran paid a very brief call here yesterday noon when she dropped the Lehigh Valley coal barge 706 near the Pancake Ground with 1550 tons of egg, stove and nut coal consigned to the Gloucester Coal and Lumber Company, brought here from Perth Amboy, New Jersey. The tug's home port is New York.

Capt. Loren A. Jacobs in his tug Eveleth, met the latter's big brother at the entrance to the harbor, and brought the barge into the coal company dock at the foot of Duncan street.

Sch. Ethel B. Penny is in port, docking near the Burnham's rail-ways. Capt. Edward Armstrong is the skipper.

Sch. Dacia, Capt. Peter Strescino, arrived from Boston yesterday. Capt. Peter is shore fishing in the trawler.

Squibs noticed that sch. Arthur D. Story was down from Boston and docked at the Atlantic Supply Company wharf yesterday. Capt. Jack Grant was going to take the vessel, ~~Seven~~ **Lobster Canneries.**

The lobster season along the Tracadie, N. S., coast opens May 1st and seven canneries are to be operated in that county. The Fishermen's Co-operative Factory operated by James Corbett, Havre Boucher, received a carload of supplies, and the fishermen in all parts are making preparations for the opening of the season. Roy Savage will operate the lobster factory at Barrios Beach. The Nova Scotia Shipping Company at Halifax is to attend to the shipping arrangements of the market lobsters. This company proposes to run a smack from Havre Boucher to connect with the Boston boat also calling at Ballyntyne's Cove, Cribbins Head, Bayfield and Barrios Beach.

Portland News.

Arriving at Portland from Friendship late Tuesday afternoon the little motor packet Myra J. Wooster tied up at the end of Widgery wharf and this morning will go to the Burnham and Morrill plant to discharge her cargo of canned clams.

H. L. Simmons, wharfinger at Widgery wharf, reported Tuesday that the coasting schooner Lillian, Capt. Milford Peabody, had completed loading package freight and will sail this morning for Jonesport. The Lillian will call at Rockland for more cargo on her way up the coast.

The Portland Fish company received a telegram Tuesday from its treasurer, Arthur A. Black, representing Portland in the delegation of fishing skippers at Washington pleading for aid for the fishing industry, giving an account of Monday's activities. Mr. Black said he probably would leave for Portland Tuesday noon.

Letters were received Tuesday by the Portland Fish company from Representatives Edward C. Moran, Jr., and John G. Utterback, pledging their support to the fishermen.

The Coast Guard cutter Ossipee was painted from the waterline up Tuesday in preparation for her next cruise on patrol duty, which will be the first under her new commander, Commander Paul K. Perry. Officers expect orders for the vessel the last of this week.

French Trawler Sails.

French trawler Isleande, which arrived in Halifax Friday evening for bunkers sailed for the banks Saturday night.

Portland Arrivals.

Four vessels and several gill-netters landed fish fares at Portland dealers' wharves Tuesday. The schooner Fannie Belle took out 1,000 pounds of halibut, and 5,000 pounds of groundfish, the Pofisco 7,000 pounds and the Onward and the Elizabeth B., 5,000 pounds each. The Richard J. Nunan, largest vessel of the fleet, was tied up at Central wharf for repairs to her engine.

N. F. Codfish.

Reports from Oporto state that the quality of Newfoundland fish does not compare favorably with the graded product from Iceland. Buyers in Oporto state that the grading system as adopted by Iceland, has proved to be dependable, and the market has confidence in the product. It is necessary for Newfoundland to adopt similar regulations if the market is to be a profitable one in the future. The market at present is dull and stocks are accumulating to some extent. Sales have fallen off and Icelandic cure is competing successfully against other cures. There is nothing of importance to report concerning other markets. The Spanish markets are almost depleted of stocks and the West India market is depressed, because of the poor quality of stocks on hand. Northern Brazil alone is active and a large cargo of fish has just gone forward. The Lunenburg fleet according to Canadian reports has sailed to the Banks on its early Spring trip. Last year Lunenburg's production exceeded that of the previous year, even though the fleet was not nearly as large. On the Gaspe coast operations have been unsatisfactory during the past three seasons.—St. John's Herald and Trade Review.

Lemberg in From Banks.

Trawler Lemberg arrived at Halifax over the week-end from the banks and docked at the National Fish Company's wharf to discharge.